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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
Diabetes.
Per doz. quart... \$7.25
Per doz. pints... 4.65
H. PRICE & CO.,
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Hongkong Daily Press.

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"GRAND PRIX PARIS" 1900
The Highest Possible Award.
JOSEPH
GILLOTT'S
PENS.
Of Highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Award Chicago, 1893
[91a]

No. 14,476 號陸十柒百肆千陸萬壹第 日七十月柒年十叁陸光 HONGKONG, SATURDAY, AUGUST 27TH, 1904. 陸拜禮 號七拾貳月捌年肆百九千壹英港香 PRICE, \$3 PER MONTH.

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HEAT LOTION

IS A FIRST-RATE PREPARATION.
IT AT ONCE BELIEVES THE SKIN
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SOOTHED, QUIET FEELING.

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MANUFACTURING CHEMISTS.

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[a138]

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Patent \$11.00 PER DOZEN

NET

Bleed
Selected
Distillations of the
Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong.

[a146]

VICTORIA CYCLE EMPORIUM

We are Sole Agents for the following:-
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
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nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAJESTIC, CARTER,
SUCCESSION, STIGER, with PNEUMATIC
TYRES and BALL BEARINGS throughout.
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Stock. First-class workmanship guaranteed in
all branches of the business. Re-enamelling a
speciality.
H. S. ABDULLA,
43 & 44, Queen's Road East.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

Casks of 375 lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
HONG KONG, 1st August, 1904.

[a148]

隆 YAU LOONG 祐 CANTON.

New Season's Selected
GINGER AND FRUITS
of Standard Quality.
Packed in Rich Syrup and Best Sugar.
STEM GINGER for Table & Hotel.
Specially recommended.
Delicious and wholesome.
Fixed prices for different assortments.
Orders will be promptly executed.
Hongkong Office at No. 3, Sai On Lane,
facing Des Voeux Road, West, near Gas Works.
Hongkong, 19th August, 1904.

[a202]

JUST ESTABLISHED:
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WING SUN & CO.

No. 54, QUEEN'S ROAD CENTRAL.
(Premises Formerly Occupied by Messrs.
C. J. Gump & Co.)

HIGH-CLASS TAILORS & OUTFITTERS.
SHIRT & BEDDING MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing: New Lot of Straw Hats,
Felt Hats, Panama, Umbrellas, Walking
Sticks, Boots and Shoes, &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904.

[1912]

BOARD AND RESIDENCE.

ELEGANTLY FURNISHED ROOMS
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Apply—
"LADY."
Care of Daily Press Office.
Hongkong, 22nd August, 1904.

[a2015]

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No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Handmade Pure
HAVANA CIGARS AND CIGARETTES.
They are made of best Havana leaves and
possess a mild and choice flavor.
Inspection courteously invited.
Hongkong, 26th May, 1904.

[133]

THE AMERICAN SYSTEM OF

DENTISTRY

Dr. M. H. CHAUN.
37, DES VOEUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904.

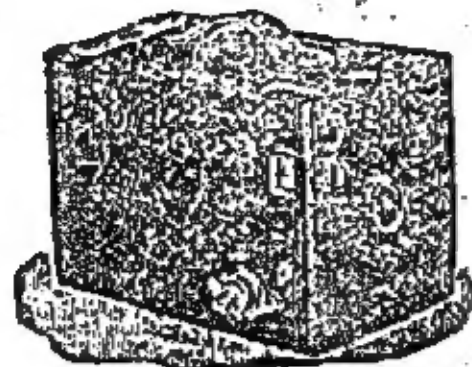
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AT THE DISPOSAL OF AMATEURS

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

(Same Premises as Messrs. Ah Chee).

Hongkong, 15th August, 1904.

[a38]

ARNHOLD, KARBERG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

a333

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.



LONDON:—RANGOON STREET, CRUTCHED FRIARS.

GLASGOW:—ST ENOCH SQUARE.

SHANGHAI:—FOOCHOW ROAD.

SINGAPORE:—RAFFLES QUAY.

AND

AGENCIES THROUGHOUT THE EAST.

HONGKONG:—15, QUEEN'S ROAD.

6th August, 1904.

a35

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
"THE 'PALL MALL.'"
\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

C. P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassal.

DOURO PORT,
\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.

LA TORRE SHERRY,
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

a45

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CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS.

MARINE AND ELECTRICAL CONTRACTORS.

SHIP-DESIGNING AND CONSTRUCTION, ENGINES, PUMP AND ELECTRIC.

Motive Power for FACTORIES, POWER INSTALLATIONS, &c.

MACHINERY AND ELECTRICAL REPAIR WORK, &c.

Agents for LEADING EUROPEAN ENGINEERING AND ELECTRICAL FIRMS.

Agents for H. W. JOHN'S ASSORTED GOODS.

Cable Address "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 24th August, 1904.

[a1153]

PO CHEUNG & CO.

14, QUEEN'S ROAD CENTRAL.
FURNISHERS AND UPHOLSTERERS.
GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, ETC.
MADE TO SIZES AND PARTICULARS.
DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

[a1708]

Hongkong, 15th August, 1904.

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NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN OR SIEMSEN & CO.

55a

A MATTER OF TASTE

The people who appreciate our Soda Water most are particular people—those that can detect
the slightest deviation from goodness and purity.

It is these "finicky" people who are best pleased with our Soda—its flavor, its richness, its
perfection.

It is entirely "a matter of taste" with the people who say that our Soda is the best in town.

WATKINS LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS,

APOTHECARIES' HALL, WATKINS BUILDING.

At CANTON, SHANGHAI, HANKOW and PEKING.

[a37]

THE LAHMEYER ELECTRICAL CO. LD.

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ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

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W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Joubert's Russia... \$6.00
Cassell's History of the Russo-Japanese
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Hardy... 0.45
Things Chinese, by Dyer Ball... 0.50
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Fishing; 2 Vols., by Hutchinson... \$21.00
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Set of Dickens's Works, Complete; 15 Vols... 17.0
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A.B.C. Code; 5th Edition... 19.50
Diary of the Russo-Japanese War;
with Maps and Illustrations, Parts I
to 6 ready... each 0.60

NEW STOCK PLAYING CARDS.

DEED BOXES, CASH BOXES, PIN BOXES, &c

[a33]

LANE, CRAWFORD & CO.

ARE NOW SHOWING

LADIES' WHITE UNDER SKIRTS.

LATEST SHAPES, NEW DESIGNS.

LADIES' RAINCOATS.

NEWEST MATERIALS, SMARTEST STYLES.

Hongkong, 8th July, 1904.

34a

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL, Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the MANAGER.

Hongkong, 31st October, 1902.

[a45]

CARLTON HOUSE.

10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.
Cool Rooms, Elaborately Furnished. Com-
fort of Residents and the Cuisine a specialty.

For terms apply—

B. F. HOWARD,
Lessee and Manager.

Hongkong, 2nd July, 1904.

[1621]

MACAO

AND

CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable

WM. FARMER,
Proprietor.

[a7383]

ITALIAN VERMOUTH

The only Reliable Brand is

MARTINI ROSSI

SUCCESSOR

MARTINI SOLA & CO.

AGENTS—

H. PRICE & CO.,

12, Queen's Road Central

INSURANCE

THE STANDARD LIFE OFFICE.

SPECIAL ADVANTAGES.

A MONG others are the following:

- (1) Immediate acceptance and issue of Policy
No provisional acceptance or reference to
Head Office.
- (2) Claims and Surrenders paid, and LOANS
ADVANCED on the spot without
reference home.
- (3) Liberal Paid-up Policies, Surrender and
Loan values.
- (4) Immediate reduction to Home Rates upon
leaving the East either permanently or
for a short period.
- (5) Exceptionally liberal conditions for
payment of premiums in arrears.
- (6) Premiums may be paid in half-yearly or
quarterly instalments without any
addition.

a1612-5

HOTELS.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matrons in attendance.
Ladies' Dress Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! (No Extras!)

H. HAYNES,
Manager.

a18

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET.

a1914

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 10th June 1903.

[a1802]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA)

MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to

THE MANAGER

[a2241]

The kitchen of 39, Gage Street, collapsed during the typhoon, and caused great alarm among the inhabitants. Luckily they were all able to make their escape before the disaster, and no one was injured. In Bonham Road a house in course of erection near Breezy Point has suffered considerably, as it did in the previous gale, the position being a very breezy one indeed. A large number of houses in Kowloon, Hung-hom, and Yau-mat-ti had a severe shaking, and will probably fall in yet. Several minor collapses are reported from there.

The race-course was so badly flooded by the rains that the gymkhana proposed for to-day has had to be postponed.

The most agreeable feature of the typhoon was undoubtedly the drop in the temperature from 85 degrees in the beginning of the week to 75 degrees yesterday.

The barometer, which was down to 29.15 at 8 p.m. on Thursday, had risen by 10 a.m. yesterday to 29.49.

The report from the Observatory gives the rainfall to 10 a.m. yesterday as 4.85 inches.

CORRESPONDENCE.

ST. FRANCIS CHURCH, WANCHAI.
TO THE EDITOR OF THE "DAILY PRESS."

R. C. Mission House.

28th August.

Sir,—I enclose a list of donors to the funds for repairing St. Francis Church in Wanchai, and shall esteem it a favour if you can find room for publication in the columns of your journal with an expression of my grateful thanks for the generous donations.—Yours sincerely,

P. DE MARIA.

Jardine, Matheson & Co.	\$100
Butterfield & Swire	100
W. Lysaght	100
Burners	100
Francisco The Yat	50
Sir C. F. Chater, C.M.G.	50
L. M. Smith	50
P. de Maria	50
L. Mallory	50
Victor H. Deacon	50
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M. Settiner	50
Wong Hong	50
V. I. Kemedios	50
Yee Wo.	50
Chan Wan and Chan Loong	50

THE AWAKENING OF CHINA.

The importance of the enterprise cannot, of course, be gainsaid; the railway is to run from Shanghai to Nanking through the Yangtze Valley, the sphere of British influence and a most populous territory replete with natural wealth. Of course, the drawback to the project is the uncertain state of Chinese affairs and the possibility of political unsettlement. Against that, however, may be placed the consideration that China is being awakened from her strange backwardness, and that the possibilities of developing territory already rich are almost boundless. By no means the last thing has been said in the development of the country by railways; it is understood that already another important scheme is afoot, although, as the present prospectus points out, no rival railway or no parallel line may be constructed to compete with the one now to be constructed. To the awakening of China it is reasonable to suppose that the Russo-Japanese war is contributing materially. It must bring home to the minds of the Chinese the power, the vast attainments, that may be achieved by a yellow race, given the adoption of modern methods and the practice of enterprise. No one who knows the individual Chinaman would doubt him with a lack of the commercial instinct, and it is an anomaly that the Empire should still remain stagnant with so little of its latent wealth developed. Sir Robert Hart, who perhaps knows more about China than anyone else, has broached the possibility of a fiscal scheme which aims so high and portrays such possibilities as to appear to the sceptic almost dreamlike.—*World*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report: On the 26th at 5.50 a.m. the black one and ball were lowered. At 12.1 p.m. the barometer is rising rapidly in Hongkong, but there is no information from other stations. The typhoon, which is doubtless now filling up, is moving to the north-east of Hongkong, and is situated inland rather slowly towards the north-east. Forecast—Moderate W winds, overcast, showery. N.B.—Telegraphic communication with Hongkong is interrupted.

POLICE COURT.

Friday, 26th August.

BEFORE MR. H. H. J. GOMPERTZ (First Magistrate).

CHARGE AGAINST COOLIES.

Mr. Mowbray S. Northcote, secretary to the Hongkong Land Investment Company, charged two chair coolies with refusing hire on Saturday last. It appeared that Mr. Northcote was going home from the office for dinner, and the coolies falsely stated that they had a fare and refused to take him.

Mr. GomPERTZ fined them each \$10.

SANITARY OFFENCES.

Senior Inspector P. T. Lambie brought up several cases against Chinese of failing to provide sufficient window space and of taking down cubicles under the Public Health and Buildings Ordinance. He told the Magistrate, however, that the work had now been done to his satisfaction and asked that the summonses be withdrawn.

The Magistrate agreed and dismissed the defendants.

AN ASSAULT.

A Chinese went into a shop in the Colony and asked for the payment of some money which he said was due to him. The partner in charge of the place refused to give him the money, as he said it was not due to him, whereupon the man set upon the partner. The latter called out for help, whereupon a carpenter emerged from the kitchen. The assailant turned on the carpenter, and there ensued between the two a fight in which one was cut on the side with a chisel and the other gashed on the head with a chopper.

His Worship sentenced them both to three months' imprisonment with hard labour.

HOW SINGAPORE SUPPORTS GOLF.

Until about ten years ago, says *Capital*, the submarine cable companies used practically the whole world's supply of gutta-percha for the reason that, unlike rubber, it is not affected by salt water. But when the game of golf became the fad in Europe, England and the United States, it was found that gutta-percha is not so satisfactory material out of which to make the balls, and the demand for it increased to no great extent that the production nearly doubled. The ships from Singapore now bring enormous cargoes of it, and although twice as much is imported by England as was imported ten years ago, the price has advanced about 100 per cent. This, the cable companies say, is due solely to the manufacture of golf balls.

JOHANNESBURG OPINION.

At the meeting of the Johannesburg Chamber of Mines on July 21st, the President related Mr. Stead's article in the *Review* alleging that Johannesburg was a vast factory to engage Kaffirs. The present poor recruiting, he said, was due to the abnormal crops. Referring to the justice of which he officially denied, Mr. Schumacher stated that Messrs. Eckstein were so well satisfied with the Chinese working for them that they would willingly take the full complement. He pointed out that the importation of every thousand coolies involved a capital expenditure of £25,000, which was a sufficient proof of their belief in its success. He anticipated a time of prosperity for the whole country, but the immigration of whites, the introduction of capital, and the reduction of taxation were essential.—*Times*.

THOSE SHREWD AMERICANS.

The *Chicago Daily Tribune* points out that Minneapolis, St. Louis, and Kansas City, three prominent competitors with Chicago in the grain trade, have organised special offices with a view to inducing railway companies to quote low rates. Minneapolis has a freight bureau in connection with its committee on transportation; the bureau is in charge of an old and experienced railway official, who was at one time general freight agent of the St. Paul and Duluth Railway. In St. Louis there is a traffic bureau, with a competent staff, supported jointly by the Merchants' Exchange and the Business Men's League. The Commercial Club of Kansas City employ a transportation manager, who receives a large salary.

The money spent on these organisations is, in the opinion of the *Tribune*, well laid out; as it secures the services of men who possess an intimate knowledge of railway rates throughout the whole extent of the United States of America, and are qualified to secure favourable terms from traffic managers. In the interests of Chicago shippers, adds the *Tribune*, a similar organisation should be formed in that city.

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.

August 28th.—13th Sunday after Trinity.

Holy Communion, 7.30 a.m.

Matins, 11 a.m.

Responses, Feriel; Psalms, Psalms; Gilbert, Stewart; Woodward and Mornington; To Deum; Woodward; Smart and Turle; Benedicite; Henley in E flat (7th M.); Hymns, 242, 368, and 235.

Evensong (5.45 p.m.).

Responses, Feriel; Psalms, Psalms; Magnificat, Turle in F (8th M.); Nao Dinitis, Macfarren in D (9th M.); Hymns, 240, 19 and 271; Vesper Hymn, Wad (No. 2); Voluntary, March, Calkin; "Borrouse," Del-bruck.

ASHLEY ROAD HALL, KOWLOON.

No. 6, Ground Floor.

Services.

Lord's Day, 11 a.m., Breaking Bread.

Lord's Day, 6.30 p.m., Gospel Meeting.

Tuesday, 7 p.m., Bible Class.

Thursday, 7 p.m., General Meeting.

Saturday, 7 p.m., Prayer Meeting.

JAPAN'S TRADE PROSPECTS.

The great struggle in which Japan is now engaged cannot fail profoundly to affect her commercial development. Just as her war with China marked the commencement of an era of greatly accelerated commercial expansion, so it may well be that the present war, with the increased facilities which must almost inevitably be afforded on its conclusion for the introduction of foreign capital, may mark a new point of departure for even more rapid advance in the future. Here are some facts illustrating ten years' progress.

Both Japan's exports have a great deal more than doubled, her exports of silk and silk manufactures in 1903 alone exceeding the total value of her exports in 1893.

Her shipping has increased fourfold. The value of her exports of cotton manufactures has risen from an insignificant figure in 1893 to over £4,000,000 in 1903.

Her trade, both as regards exports and imports, with Asia and America, has expanded much more than her trade with Europe.

Her imports from the United States have increased nearly six-fold, from Germany not quite threefold, whereas those from the United Kingdom have only increased 33 per cent.

The United Kingdom is still practically the only country from which Japan takes cotton manufactures, though the value of the trade, owing to the loss of the yarn business, is only 70 per cent. of what it was in 1893, whereas in machinery, though the value of her trade is considerably more than in 1893, she now has only 50 per cent. of the total as against 79 per cent. in 1893, the United States having increased their share from 2 to 36 per cent.

In metals and metal manufactures the United Kingdom's percentage has fallen under the stress of German and Belgian competition from 65 to 47 per cent.

The proportion of British shipping to the total foreign shipping entered at the open ports has only fallen from 65 to 56 per cent.; that of Germany and that of the United States having risen respectively from 14 and 6 per cent. to 15 and 11 per cent.

A British trade return says:—There has been no revival of industrial enterprise; but the year shows a large increase in foreign trade, both exports and imports reaching levels never previously recorded.

Table showing the distribution of trade among the countries chiefly interested; the British Empire heads the list both as regards imports and total trade with 39 per cent. of the former and 31 per cent. of the latter.

Import of cotton yarn less than half that of 1902; with the output of the native mills annually increasing, there is no reason to expect any substantial revival in this trade.

Particulars of metal and metal manufactures: large increase in import of rails from Germany. Details of principal exports: silk, cotton yarns, tea, coal, &c.

Railway expansion retarded by want of funds: foreign capital will not be readily forthcoming until the law is amended so as to give proper security to debenture-holders.

Comparative statistics of commerce in 1893 and 1903; imports and exports have a great deal more than doubled in the decade, and shipping has increased fourfold. Trade, both as regards exports and imports, with Asia and America has expanded much more than trade with Europe.

RUSSIAN MOBILIZATION.

The *Herald* publishes some extracts from a letter which it has received from Kurek on the recent Russian mobilization. The calling out of the reserves has made the war more unpopular than ever. The reservists presented themselves tardily at headquarters, but only the first conscripts were in most cases taken, the others being sent home. No effort was made to inquire into the condition of the families of those who were enrolled, and the oldest were chosen by preference. The general dissatisfaction was so evident that the reservists were sent immediately to barracks instead of to the quarters originally assigned to them, where they would have been more at liberty to talk. Some of them, however, complained openly, but the officers did not venture to punish them. One of the men, who remarked that it was only the poor who were being sent to the war, smashed a shop window and was about to be arrested, but the passers-by came to the rescue. "Everyone is talking of the absurdity of the war. There is little or no discipline, and everybody feels that it is impossible for such troops as these to win victories."

BRITISH SHIPPING.

The navigation and shipping returns for 1903 go to show that British shipping does by far most of the carrying trade between the ports of the United Kingdom and those in foreign countries and the Colonies. Taking the tonnages alone, the British increase for entrances and clearances was 4,309,066 tons, the increased tonnage for foreign vessels being 1,437,559 tons. Thus the tonnage preponderance of British-owned vessels on the year was 2,871,507 tons. The following paragraphs give the details:—

British vessels entered 35,741 (decrease 124), tonnage 34,349,028 (increase 2,046,592). Cleared 35,061 (increase 16), tonnage 34,962,945 (increase 2,262,474).

The principal port of the United Kingdom, London, exhibits increase all round. There were entered 11,732 vessels (increase, 228); tonnage, 10,953,739 (increase, 779,716); and cleared, 8,887 vessels (increase, 241); tonnage, 8,104,890 (increase 719,805).

The total number of British-owned vessels actually employed in the home and foreign trade, as registered, was 14,413, and of persons employed on them 257,937, including 176,520 British, the rest being foreigners and Lascars.

THE MARINE INSURANCE MARKET.

The *Times* correspondent says there was a more brisk inquiry for war risk insurances on the 20th ultimo than at any time since the outbreak of hostilities, and neither the insuring public nor underwriters in the least where they were. As much as a 51 per cent. and even more, has been paid to cover the risks of capture of cargo for Japan in first-class British steamers passing through the Red Sea, and 55 per cent. for similar risks on cargo to India. Cargo in neutral steamers are being done at 10a. per cent. for the risks of capture. Much of the large advance in rates to-day was due to reinsurance by underwriters who find themselves with heavy lines on Far Eastern cargoes which have been declared under open covers. The possibility that the action of the Russians may involve them in hostilities with Great Britain is receiving attention, and ten guineas per cent. were paid to cover the risk of an outbreak of war between this country and Russia within three months.

The China Mutual Company's (A. Holt and Co.) steamer *Pai Ling* was believed to have been captured in the Red Sea. She was from Middlesbrough and Antwerp for Yokohama. It is reported also that the Hamburg-American liner *Sambria* has been seized. The *Pai Ling* is 4,447 tons, built in 1895, and is uninsured, and the *Sambria* is also uninsured. In both cases, and with the *Malacca*, there are, however, considerable cargo interests here. Antwerp has all through been a port of shipment for goods of contraband character for Japan, and the Russians are apparently marking down the steamers which have loaded there. The Chinese-Engineering and Mining Company's *Pai-Ping* is now substituted for their *Hsi-Ping* as a Japanese capture. The *Pai-Ping* is not insured against war risks. It is rather curious that the steamers which have prominently figured as actual or probable captures during the last few days have not been covered against war risks in the insurance market.

RICE & WHEAT.

Two new steamers of 21,000 tons each, the *Dalota* and *Mimosa*, are about to be started on a service from Puget Sound to Japan and Chinese ports, to inaugurate a serious attempt on the part of the Americans to substitute wheat for the rice and other cheaper grains which are the staple food in Japan and China. These large steam vessels are the property of the Great Northern Steamship Company, and will run in connection with the Northern Pacific Railroad Company. The Americans believe that if cheap wheat and flour, assisted by the cheapest means of transport, can be placed on the Japanese market, they will out the imports of Burma rice, in which a large trade is done at present with Bangkok. It is an interesting experiment, on which about 21,000,000 has been staked. If it is successful, it will seriously affect not only cultivators of rice in Burma, but also the British shipowners who do most of the transshipment carrying trade between Bangkok and Japan. We remember reading some years ago of this attempt to introduce wheat as food for Japan instead of rice. The Japanese, however, preferred the latter grain, and their soldiers and sailors seem to have thriven remarkably well on it during the war. It remains to be seen, even with so large a capital placed in the trade, if wheat can successfully cope with Burma rice in price.—*Rangoon Times*.

A BARKENTINE BEACHED ON THE MINDORO COAST.

Manila papers report that the barkentine *Emelia*, 435 tons register, which left Pasacao on the 4th of August bound for Manila, with a cargo of lumber for the Pacific Lumber and Development Co., whose representative, Mr. Orr, was on board as a passenger, was beached in a gale on the coast of Mindoro in order to save her crew and cargo. The little ship experienced very rough weather on the voyage. At nine o'clock on the night of the disaster she had less than seven feet of water in her hold, and when she was got up to help the pumps to remove the water, but all in vain. The sea continued to beat over the ship and washed the boat off the forward house, and so critical did the condition of the ship become that the captain determined to beach her to save the crew and cargo. Within an hour she had made three feet more of water, having ten feet in her hold. The vessel finally struck in nineteen feet of water at about half-past ten on the beach between Pimamalan and the river. When she struck her decks were level with the water and the waves were already beginning to break her up. All the boats were smashed with the exception of one, in which some of the passengers and crew managed to reach the shore. Captain Ross says that it was the roughest experience of his long life on the rolling waves. As the vessel lay beached with signals of distress flying, the coastguard cutter *Rombla* was nearing the scene of the disaster, and being the signal of a ship in trouble, bore down to investigate. The captain of the cutter first saw the signals about eleven o'clock on the 16th, and in spite of the great danger entailed succeeded in rescuing the passengers and crew, and also those who had already reached shore the night before. Captain Hennessy of the cutter then turned for the open sea and started on his way to Manila, where he landed the shipwrecked crew, receiving the sincere thanks of all concerned for the great bravery and ability he had manifested. The *Emelia* was a comparatively old craft, having been built in Scotland twenty-six years ago. She had a crew of twenty-three and was carrying three passengers.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Formerly Messrs. Ah Chee).

Hongkong, 8th August, 1904.

P. & O. PASSENGERS' LUGGAGE.

In the City of London Court on July 19th was heard a case of much interest to many in the East. Mr. Henry Mardon, Littlefield Place, Clifton, Bristol, sued the Peninsular & Oriental Steam Navigation Company for £12 14s., the value of certain lost linen. Mr. Mardon and his son-in-law went to Egypt in January last by the defendant Company's route. In March they returned to Marseilles by the P. & O. steamship *Arcton*. After they had started from Port Said, a notice was put by the defendants to the effect that quarantine notices at Marseilles forbade passengers taking any soiled linen on shore. The plaintiff then put his shirts, collars and other personal linen into a hold-all, when the steward and purser promised to send them to the ship and to the plaintiff. The things had been left on the ship and they had been lost.—Mr. Rowlett, for the defendants, said there was a special notice on the plaintiff's ticket showing that, unless a passenger insured his baggage, the Company was in no way liable for it. For the past fifty years the Company had been "touching up" the conditions on the ticket, until now it was impossible to hold them liable for anything. The purser and steward had no authority to enter into a new contract of bailment.—Mr. Charles, the plaintiff's counsel, admitted that if the luggage had been lost before arriving at Marseilles, the plaintiff could not recover. But a new contract of bailment was made by the purser and steward.—Mr. Rowlett replied that if the Company were to be held liable for obliging a passenger, the practice would be discontinued.—Judge Lumley Smith, K.C., said that the conditions on passengers' tickets in very small print were extremely annoying, because, as a rule, people did not read them. Nevertheless, they were bound by them, even when robbers took place by the Company's own servants, which was going a very long way. The Company was protected by their conditions, and judgment must be given for the defendants, with costs.

IMPERIAL CHINESE RAILWAYS.

For the purpose of railway construction in the Yangtze Valley, as to 200 miles to be built between Shanghai and Nanking, and a spur in operation between Wooming and Shanghai, an issue of bonds is offered for subscription through the Hongkong and Shanghai Banking Corporation on behalf of the British and Chinese Corporation, Limited. The First Five Per Cent. issue now offered for subscription at the price of 97½ per cent. is £2,250,000, part of a loan of £5,250,000, in Five per Cent. Sterling bonds, secured on the railways above referred to, and bearing the unconditional guarantee of the Imperial Government of China. Not the least attractive part of the project from the investment point of view is the fact that with each £100 Five per Cent. Sterling bond there will be issued a profit-sharing sub-certificate to bearer of £20. The whole authorised issue has earmarked to it 20 per cent. of the net profits of the railway when completed to Nanking. As to the details in relation to the arrangement, the prospectus must be referred to. What will constitute net profit is presumably the net earnings less fixed charges and reserve. Bearing in mind the fact of a Five per Cent. bond at the issue price of 97½, having a mortgage on the railway and the security of the Chinese Government guarantee, plus a participating profit certificate, and bearing in mind, further, that the country now to be served is densely populated and has a large export trade, the loan will doubtless be readily taken up.—*The Statist*.

HONGKONG COTTON SPINNING, WEAVING AND DYING CO., LD.

The report and accounts for presentation to shareholders at the seventh ordinary meeting to be held at the offices of the general managers on Saturday, 10th September, 1904, at 12.30 p.m., reads as follows:—

The general managers beg to submit a statement of accounts covering the period from 1st August, 1903, to 31st July, 1904. The balance at credit of profit and loss account is \$85,362.83, which it is proposed to appropriate as follows:—

To pay a dividend of 5 per cent. \$62,500.00
To carry forward to credit of next year's account 22,862.83

\$85,362.83

CONSULTING COMMITTEE.

Sir C. P. Chater, C.M.G., and Mr. A. G. Wood retire, but being eligible offer themselves for re-election.

AUDITOR.

In the absence of Mr. W. Hutton Potts the accounts have been audited by Mr. Frank Maitland, who offers himself for re-election.

JARDINE, MATHESON & CO., General Managers.

The accounts are as follows:—

BALANCE-SHEET.

31st July, 1904.

Capital account \$1,250,000.00

Surplus account 224,035.78

Unclaimed dividends 3,000.00

Profit and loss account 85,362.83

\$1,862,398.61

ASSETS.

Property—comprising land, buildings and

machinery 1,326,155.85

Furniture 2,847.00

Sundry debtors 13,632.27

Sundry debtors 2,598.88

Cash 56,127.57

Notes, value of stock 415,447.00

Yarn, value of stock 690.00

Waste, value of stock 41,627.44

Mill stores, value of stock 3,000.00

Coal, value of stock 1,893.06

Fire insurance and taxes pertaining to period after 31st July, 1904 1,893.06

\$1,862,398.61

PROFIT AND LOSS ACCOUNT.

To remuneration to General Managers, 10 per cent. on balance of working account 8,008.25

To remuneration to consulting committee 3,000.00

To auditor's fees 250.00

To balance 11,858.25

\$27,222.63

Cr.

By balance from last year 11,121.55

By gain on working 86,082.53

By transfer from 17.00

\$97,222.08

TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and must be accompanied by the cash or order for a fixed period will be continued until notified.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

Telegraphic Address: Press, Code: A.R.C., 5th Ed. Lister's.

P.O. Box 33, Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE.

A HAMMOND TYPEWRITER, Ideal Keyboard, latest model. Price \$170.
Apply to—
No. 123,
Care of Daily Press Office,
Hongkong, 27th August, 1904. [2079]

TO LET.

ON Upper Level, SIX ROOMED HOUSE, Newly Furnished, Suitable for Mess. Possession from 1st October.
Apply—
"BRITISHER,"
Care of Daily Press Office,
Hongkong, 27th August, 1904. [2080]

NOTICE.

THE SALE OF HOUSEHOLD FURNITURE at No. 3, LYNNWOOD VILLAS, Kowloon, advertised for Yesterday, at 2.30 P.M. is POSTPONED to MONDAY, the 29th August, at 2.30 P.M.

HUGHES & HUGHES,

Auctioneers.
Hongkong, 26th August, 1904. [2081]

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the above Club has been POSTPONED to SATURDAY next, the 3rd proximo.
GEO. K. HALL BRUTTON,
Hon. Secretary Gymkhana Committee.
Hongkong, 27th August, 1904. [2082]

ST. JOHN AMBULANCE ASSOCIATION.

IT is Proposed shortly to hold Two Courses of LECTURES for LADIES, one in First Aid to the Injured, the other in Home Nursing, in connection with the above Association. Holders of Nursing Certificates will be invited to register themselves for service in the Hospitals of the Colony in case of need, but it will be obligatory to pass an examination in First Aid before the Lectures in Nursing can be attended.

Ladies who are willing to enter for these courses are requested to send in their names to the Hon. Secretary (Rev. F. T. Johnson) before September 15th.

If a sufficient number of candidates be forthcoming one series of lectures will be given at the Peak and one in Victoria.
Hongkong, 27th August, 1904. [2083]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the Secretary to the Government, Sandakan, on or before the 15th November, 1904, for the following Revenue Farms, for the year 1905, or for the three years 1905, 1906, 1907.

OPPIUM FARMS.
SPIRIT LICENSE FARMS.
PAWNBROKING FARMS.
GAMBLING RESTRICTION FARMS (North Borneo only).
For particular see apply to—
Messrs. GIBB, LIVINGSTON & CO.,
Hongkong, 27th August, 1904. [2084]

ALTERATION.

DOUGLAS STRAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

"HATAN,"
Captain Roach, will be despatched for the above ports TO-MORROW, the 28th inst., at 10 A.M.
For Freight or Passage, apply to—
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 26th August, 1904. [2077]

IMPERIAL GERMAN MAIL LINE.

NORDDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN,"
Captain H. Formes, due here with the outward German Mail about TUESDAY, at 5 P.M., will leave for the above places about 12.24 hours after arrival.

NORDDDEUTSCHER LLOYD.

For Further Particulars, apply to—

MELOCHERS & CO., Agents.

Hongkong, 27th August, 1904. [5]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains—
Epitome of the Week's News.
Leading Articles—
Philippine Trade Despatch.
The War.
Yokohama Specie Bank Ltd.
The Chinese Rites for the Dead.
Cruisers.
Exaggeration.
Traffic Commission's Report.
Hongkong Jettings.
Supreme Court.
Marine Court.
Hongkong Hotel Co.
Hongkong and Shanghai Banking Corporation.
Hongkong and Whampoa Dock Co., Ltd.
Frontier Notes.
Canton Notes.
Typhoon at Hongkong.
The Festival for the Dead.
Anti-Japanese Manifesto in Korea.
The Cheong Choo Seng.
Sage in 1903-4.
Local Sport.
"China Trade" Items.
Hongkong and Port News.
Miscellaneous.
Commercial.
Shipping.
Subscription, \$12 per Annum, payable in advance postage, \$2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 27th August, 1904.

BRITISH NORTH BORNEO.

CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th November, 1904, for the Customs Farm, including the sole right, to collect all Import and Export duties payable to Government and exclusive of Import duties on Wines, Beer and Spirituous liquors which are farmed separately and Export duty on Estate Tobacco, Timber, Coal, Minerals, Cattle and Manufactured products for the year 1905.

Tenders may be for the whole territory (exclusive of Province Clarke) extending from Sepilong River in Padas Bay on the West Coast, to Bonteluk Point, Siboko Bay on the East Coast, including all Bays, Rivers and Islands within the State, or for each separate district.

Each tender should state the monthly rent tendered to be paid to the Government, and the security to be given to the Government, and the regulations which may from time to time be enacted or issued by Government.

Any further information on the subject may be obtained from Messrs. Gibb, Livingston & Co., Hongkong, the Finance Commissioner, Sandakan, or from the Residents or Officers-in-Charge of the different districts or stations.

Tenders should be sealed and addressed to the Secretary to the Actg. Governor of British North Borneo.

Every tender must state the nature of the security to be offered, and which must be partly in cash, to be deposited in an approved Bank or partly in land and house property.

The Government does not bind itself to accept the highest or any tender.

Hongkong, 27th August, 1904. [2085]

JAVA-CHINA JAPAN LYN.

Head Agent of the
JAVA-CHINA JAPAN LYN.
(Alexandra Buildings, 3rd Floor).
Hongkong, 26th August, 1904. [2078]

PASSENGERS to England next on arrival. **BAGGAGE** cleared, forwarded, stored. Lowest rates. Agents to Board of Agriculture for importation of Dogs. Special attention to Bills of Lading.—Write CURTIS & SONS LTD., 23 WEST SMITHFIELD, LONDON, ENGLAND. [1856]

REUNART PRILE & FILS, REIMS

Established 1719,
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th June, 1904. [21]

THE NAGASAKI HOTEL, LIMITED.

NOTICE IS HEREBY GIVEN that the conditions of the above-named Company are required on and before the Seventeenth day of October, 1904, to send their names and addresses and the names and addresses of their solicitors, if any, to the undersigned, PERCY JAMES BUCKLAND, of Nagasaki, Japan, the liquidator of the said Company, and if so required by notice in writing from the said liquidator are by their solicitors to come in and prove their said Debts or Claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this Eleventh day of August, 1904.
P. J. BUCKLAND,
Liquidator.

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.
No. 12, Pottinger Street, Hongkong.
Agencies—
CHINESE CHEONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LEUNG YEK, Fire Cracker Factory.
Hongkong, 1st June, 1904. [1387]

WHISKIES.

BUCHANAN'S CELEBRATED

BLENDS OF SCOTCH WHISKY are Supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... \$12.50
Black and White ... \$16.50
Royal Household ... \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO.

Wine Merchants and General Storekeepers,
6, Queen's Road.
Hongkong, 22nd August, 1904. [2054]

A. LING & CO.

FURNITURE STORE.
PLATED, GLASS AND CROCKERY
WARE, &c., &c., and POOCHOW
LACQUERED WARE.
63, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Reilers.

Call Flag W.
J. W. KEW,
Manager.
1st Floor, 37, Connaught Row.
Hongkong, 13th June, 1903. [1473]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Ice Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [75]

INTIMATIONS

METROPOLE THEATRE.

METROPOLE HOTEL.

Solo Proprietor ... Mr. Jas. Christie

THERE WILL BE NO PERFORMANCE

TO-NIGHT (SATURDAY),
Owing to the inclemency of the weather.
Hongkong, 27th August, 1904. [2073]

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held at VOLUNTEER HEADQUARTERS TO-NIGHT (SATURDAY), August 27th, at 7 P.M.

Tickets \$1 and \$1.50 may be obtained from Messrs. Kelly & Walsh or Volunteer Headquarters.

If wet, the Concert will take place at the Theatre, City Hall.
Hongkong, 22nd August, 1904. [2047]

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FRER-MASSONS' HALL, on THURSDAY, the 1st SEPTEMBER, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 24th August, 1904. [2066]

ROOMS WANTED.

ONE or TWO PLEASANTLY SITUATED ROOMS. Unfurnished. Central District preferred.
Apply to—
M. M.,
Care of Daily Press Office,
Hongkong, 26th August, 1904. [2175]

WANTED.

IN a Solicitor's Office in Hongkong, a thoroughly efficient SHORTHAND CLERK and TYPEWRITER (either male or female); salary to commence with £10 sterling per month.
Apply in writing to—
LEX,
Care of Daily Press Office,
Hongkong, 20th August, 1904. [2035]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversations with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.
B. L.,
Care of Office of this Paper.
Hongkong, 16th May, 1903. [2009]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.
NIEMSEN & CO.,
Hankow, 3rd October, 1904.

IN THE SESSIONS COURT OF BRITISH NORTH BORNEO.

INSOLVENT SUIT No. 5 of 1904.
In re C. PINSON & CO., a debtor.
APPLICATION having been made by Edward Littlefield Vroddin, as the resident Manager and recognised agent of the above-named firm, that the said Company may be declared insolvent under the provisions of Proclamation XVI. of 1903 and Chapter XX. of the Code of Civil Procedure.

Notice is hereby given that the date of hearing of the said application and of examination of the said debtor has been fixed for Monday, the 3rd day of October, at 11 A.M. at the Court House, Sandakan, when all persons alleging themselves to be creditors of the said Company may be heard in opposition to the said debtor's discharge.

Given at Sandakan this 2nd day of July, 1904.
P. W. VAN DER STRAATEN,
Registrar of the Court.

NOTICE TO MARINERS.

No. 205 (SPECIAL).
CHINA SEA.
SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Kintoon Lightship to be replaced by a Gas-lighted Lightvessel.

NOTICE IS HEREBY GIVEN that about the beginning of October next, the present Kintoon Lightship will be replaced by a Gas-lighted Lightvessel.

The new Lightship will be of steel, 70 feet long and 21 feet beam, painted red with the word "Kintoon" on her sides in white letters.

The light will be exhibited from a lantern, carried by an iron column, and will be Dioptric Group Occulting, of the Fourth Order, showing a fixed white light varied by two eclipses every 20 seconds as follows—

Light ... 12 seconds,
Eclipse ... 2 "
Light ... 4 "
Eclipse ... 2 "

and so on.

The centre of the Light will be 30 feet above the water, and the Light should be visible in clear weather at a distance of 11 nautical miles.

During foggy or thick weather a 10-foot fog bell will be struck 3 double blows in each minute, the interval between the blows of each pair being 5 seconds, and between two successive pairs of blows 15 seconds.

If the Lightship be driven from her proper station, the usual light will not be shown, but a fixed red light will be exhibited at each end of the vessel during the night and a red flag hoisted by day.

From the 1st of September, until this change is made the fog signal on the present Kintoon Lightvessel will consist of a Gong sounded every 15 seconds.

H. G. MYHRE,
Acting Deputy Coast Inspector.
Imperial Maritime Customs,
Shanghai, 15th August, 1904. [2037]

TO LET.

TO LET.

NO. 1, RIFON TERRACE (4n FLATS).
facing Race-course.
FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GOLDOWNS; PRAYA EAST.
No. 1, CLIFTON GARDENS. Conduit Road.

OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 19th June, 1904. [175]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY,
A. S. WATSON & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.

NO. 6, UPPER MOSQUE TERRACE.
European residence, commanding fine view of the Harbour; Water and Gas laid on Possession from 1st August, 1904.
Apply to—
G. J. SEQUEIRA,
Care of A. R. Marty.
Hongkong, 25th July, 1904. [1808]

TO LET.

NO. 11, MOSQUE JUNCTION. Full View of Harbour.
No. 52, HOLLYWOOD ROAD.
And others to suit various requirements.
S. A. SETHI,
Land and Estate Broker.
The Dairy Farm Co., Ltd.
Hongkong, 19th July, 1904. [17]

TO LET.

THREE FIRST-CLASS SHOPS.
European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.
No. 6, GRANVILLE AVENUE, Kowloon. Immediate possession. Moderate rental.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, 21st June, 1904. [1611]

HONGKONG CLUB.

TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET.

NO. 3, UPPER WEST TERRACE.
Immediate possession.
Apply to—
L. K. F.,
National Bank of China Ltd.
Hongkong, 3rd August, 1904. [190]

TO LET.

THE EYRIE (PEAK).
BEILIOS TERRACE, Nos. 10, 13 & 21.
No. 3, SEYMOUR TERRACE (Furnished).
"BANGOR" (P.A.K.) from 1st August.
No. 2, COLLEGE GARDENS, from early in November, 1904.
No. 3, BEACONSFIELD ARCADE, Shop.
No. 14, BEACONSFIELD ARCADE, 1st Floor.
No. 1, HOLLYWOOD ROAD, Ground Floor and Basement.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 26th August, 1904. [1429]

TO LET.

NOS. 15, 17 & 19, SEYMOUR ROAD.
Nos. 6 & 8, CASTLE ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 19th July, 1904. [430]

TO LET.

TWO LARGE ROOMS, on the Upper Level, with Bathroom attached, verandah and a Fine View of the Harbour.
Apply to—
"QUARTERS,"
Care of Daily Press Office.
Hongkong, 25th August, 1904. [2071]

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.
Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET.

IMMEDIATE POSSESSION, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.
Apply to—
S. J. DAVID & CO.
Hongkong, 2nd July, 1904. [1618]

TO LET.

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [74]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.
For particulars, apply to—
P. O. BOX 22,
Care of Daily Press Office.
Hongkong, 17th June, 1904. [1507]

TO LET.

NOS. 2 and 4, OLD BAILEY (6 Roomed Houses).
No. 16, HOLLYWOOD ROAD (8 Rooms) with Kitchen, Bathrooms, and Servants' Quarters.
Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. [1391]

TO LET.

TO LET.

ROOMS or OFFICES on the First Floor of No. 34, Queen's Road Central.
Apply to—
YEE SANG FAT,
At the Above Address.
Hongkong, 15th August, 1904. [1931]

TO LET.

GODOWN No. 6, NEW PRAYA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 28th July, 1904. [1846]

TO LET.

FURNISHED OR UNFURNISHED.
TWO ROOMS in Wyndham Street.
Apply to—
X. X. X.,
Care of Daily Press Office.
Hongkong, 16th August, 1904. [1990]

TO LET.

NO. 35, MORRISON HILL ROAD.
Condominium New Building admirably suitable for European families.
Rent extremely moderate.
Possession from 1st September, 1904.
Apply to—
I. AM CHAI CHUEN,
Comptroller Department A. R. MARTY,
No. 20, Des Vœux Road.
Hongkong, 24th August, 1904. [2063]

TO LET.

EUROPEAN HOUSES, No. 2 to 13, Gap Road, Morrison Hill, thoroughly cleaned and colour-washed; in flats or whole.
Apply to—
CHAN SHAU U, or
A. STEVENSON, Agent for Lessee,
Care of The Pharmacy,
坊藥大坡中
No. 56, Queen's Road Central.
Hongkong, 12th August, 1904. [1080]

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [1717]

TO LET.

NO. 8, ICE HOUSE STREET, just vacated by the proprietors of "Waverley Hotel." The premises are now being thoroughly repaired, painted and colour-washed, and are admirably suited for a First-Class Hotel. There are 17 large and well ventilated Rooms, several of which could be sub-divided.
For further particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 23rd July, 1904. [1841]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL; suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd November, 1903. [74]

TO LET.

NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 28th March, 1904. [885]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING WEAVING & DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers, on SATURDAY, the 10th SEPTEMBER, at 12.30 P.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 19th SEPTEMBER, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 23rd August, 1904. [2070]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half-year ending 30th June last, at the rate of One Pound and Ten Shillings Sterling per Share of \$125, is Payable on and after MONDAY, the 25th day of August, current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

SHIPPING.

ARRIVALS.
BOURDON, French str., 997, Antoni, 26th Aug., Saigon 22nd August, Rice, Chinese.
FRITHJOF, Norw. str., 891, Haraldsen, 26th Aug., Tamsui via Amoy and Swatow 25th Aug., General, Osaka Shosen Kaisha.
HANOI, French str., 728, P. Merles, 25th Aug., Haiphong and Hanoi 24th Aug., General and Rice, A. R. Marty & Co.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
26th August.
Carl Diederichsen, German str., for Hoihow.
Eastern, British str., for Shanghai.
Hannover, British str., for Yokkaichi.
Tyr, Norwegian str., for Hongkong.

DEPARTURES.

26th August.
None.
VESSELS IN DOCK.
26th August.
ABERDEEN DOCKS.—Chuan-shan.
Kowloon Dock.—U. S. S. Pathfinder.
Shanghai, H.M.S. Leviathan, Loffian, Chang-sha, Dewavongse, Teinlan, Shantung, Korat, Haiden.
COSMOPOLITAN DOCK.—Shantung, Cranley, Korat.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID.
(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
The Company's Steamship

"NIPPON."
Captain Mistrorigo, will be despatched as above on WEDNESDAY, the 31st inst., 4 P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents,
Prinsep Buildings,
Hongkong, 2nd August, 1904.

NIPPON YUSEN KAISHA.

FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.
The Backsail Line Steamship

"BARALONG."
Captain H. G. Roberts, will be despatched as above on MONDAY, the 29th inst., at DAYLIGHT.
For Freight, apply to
A. S. MIHARA,
Agent,
Hongkong, 24th August, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK SUEZ VIA CANAL.
The Steamship

"EPSON."
Captain J. Cox, will be despatched for the above port on or about SATURDAY, the 3rd September, to be followed by the Steamship, "CLAUVERBURN," on or about TUESDAY, the 16th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents,
Hongkong, 24th August, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd September, 1904, at 1 P.M., the Company's Steamship "MANCHE," Captain Mourard, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Port of Call, Transshipping Passengers and Cargo at Saigon to S.S. "Polydore."

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 5th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent,
Hongkong, 24th August, 1904.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw Steamship

"TAI ON."
Captain J. Lawrence, leaves the Tang Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.

FARES:
Saloon \$2.00
Chinese Saloon \$1.00
2nd Class 0.60
Storage 0.20
This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.
YIK ON S. S. CO.,
309, Des Voeux Road Central,
Hongkong, 9th July, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	To-day, at Noon.
LONDON, AMSTERDAM & ANTWERP	PELUS	Brit. str.	S. Borcham	BUTTERFIELD & SWIRE	30th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVL	Brit. str.	Thomson	P. & O. S. N. Co.	About 2nd Sept.
LONDON & ANTWERP	BENVOIRICH	Brit. str.	Thomson	GIBB, LIVINGSTON & CO.	About 7th Sept.
LONDON, AMSTERDAM & ANTWERP	CLAVES	Brit. str.	Thomson	BUTTERFIELD & SWIRE	13th Sept.
LONDON, AMSTERDAM & ANTWERP	TROUS	Brit. str.	Thomson	BUTTERFIELD & SWIRE	27th Sept.
LONDON, AMSTERDAM & ANTWERP	PINOSUY	Brit. str.	Thomson	BUTTERFIELD & SWIRE	11th Oct.
MARSEILLES & LONDON, VIA SINGAPORE, &c.	BARALONG	Brit. str.	H. G. Roberts	NIPPON YUSEN KAISHA	25th Oct.
MARSEILLES, &c., VIA PORTS OF CALL	MANCHE	Brit. str.	Mourard	MESSAGERIES MARITIMES	29th inst., D'light.
HAVRE & HAMBURG	GNEISENAU	Ger. str.	H. Blecker	MELOCHERS & CO.	14th Sept., Noon.
HAVRE & HAMBURG	SPESIA	Ger. str.	Miller	HAMBURG-AMERIKA LINIE	30th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	Miller	HAMBURG-AMERIKA LINIE	11th Sept.
HAVRE & HAMBURG	SANDIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	20th Sept.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	3rd Oct.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINIE	13th Oct.
HAVRE, LONDON & ANTWERP	BRISGAVIA	Ger. str.	Schulke	SHEWAN, TOMES & CO.	1st Nov.
DURBAN, NATAL	BRISGAVIA	Ger. str.	Schulke	SHEWAN, TOMES & CO.	7th Sept.
TRIESTE, &c., VIA SINGAPORE, &c.	LOTHIAN	Brit. str.	J. C. Williams	GIBB, LIVINGSTON & CO.	About 5th Sept.
GENOA, MARSEILLES & LIVERPOOL	NIPPON	Brit. str.	Mistrorigo	SANDER, WIELER & CO.	31st inst., P.M.
NEW YORK VIA SUEZ CANAL	IDOMENEUS	Brit. str.	Thomson	BUTTERFIELD & SWIRE	22nd Sept.
NEW YORK VIA SUEZ CANAL	EROS	Brit. str.	J. Cox	SHEWAN, TOMES & CO.	About 3rd Sept.
NEW YORK VIA SUEZ CANAL	HUSON	Brit. str.	Thomson	STANDARD OIL CO.	About 15th Sept.
VANCOUVER, VIA SHANGHAI, &c.	ATROLL	Brit. str.	Thomson	DODWELL & CO., LD.	20th Sept.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	Thomson	CANADIAN PACIFIC R. CO.	21st Sept.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	ACHILLES	Brit. str.	Thomson	CANADIAN PACIFIC R. CO.	7th Sept.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TELEMACHUS	Brit. str.	Thomson	BUTTERFIELD & SWIRE	13th Oct.
PORTLAND, OREGON	TRENTON	Brit. str.	T. W. Garlick	DODWELL & CO., LD.	5th Sept.
AUSTRALIAN PORTS	ARABIA	Brit. str.	Bable	BUTTERFIELD & SWIRE	17th Sept., Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	Moore	GIBB, LIVINGSTON & CO.	29th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	LOTHIAN	Brit. str.	Thomson	BUTTERFIELD & SWIRE	31st inst., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	KANU	Brit. str.	W. F. Richard	SHEWAN, TOMES & CO.	To-morrow, 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	EROS	Brit. str.	H. Forman	MELOCHERS & CO.	Quick despatch.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	CHUBAN	Brit. str.	A. Thompson	P. & O. S. N. Co.	Quick despatch.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	WUJONG	Brit. str.	Thomson	BUTTERFIELD & SWIRE	30th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	YOHCHO	Brit. str.	Thomson	BUTTERFIELD & SWIRE	29th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	TRUMPH	Brit. str.	Thomson	BUTTERFIELD & SWIRE	31st inst., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	FRITHJOF	Brit. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	To-morrow, 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	M. STURVE	Brit. str.	T. Brandt	OSAKA SHOSEN KAISHA	To-morrow, 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	LAUREN	Brit. str.	Roch	PORTLAND & ASTORIA CO.	29th inst., 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	LONGHANG	Brit. str.	Weigall	SHEWAN, TOMES & CO.	To-day, at 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	LAUREN	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	30th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	SHENMUT	Brit. str.	W. M. Smith	SHEWAN, TOMES & CO.	10th Sept., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	TEAN	Brit. str.	A. Somerville	BUTTERFIELD & SWIRE	2nd Sept.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	About 31st inst., P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	SUNGKANG	Brit. str.	Koops	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	TULIATAP	Dut. str.	J. Young	JAYA CHINA-JAPAN L.Y.	6th Sept., 3 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	SUNANG	Brit. str.	J. Young	JARDINE, MATHESON & CO.	6th Sept., 3 P.M.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
The Steamship

"COROMANDEL."
Captain G. M. Montford, R.N., carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 27th AUGUST, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Molavia," 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Victoria," due from Bombay on the 9th October.

Parcels will be received at this Office until 1 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWITT,
Superintendent,
Hongkong, 15th August, 1904.

"BEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
The Steamship

"BENVOIRICH."
Captain Thomson, will be despatched as above on or about the 7th September.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 16th August, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1904.

"ATHOLL" 29th Sept.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents,
Hongkong, 9th August, 1904.

HONGKONG-CANTON LINE.
The British steamship

"YING KING."
Captain E. J. Page, of 1,088 tons, Registered, is the fastest, latest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class \$3.00 for Single journey
2nd 1.50
Meals 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.
No. 216, Wing Lok Street,
Hongkong, 27th February, 1904.

HONGKONG-MACAO LINE.
S.S. "WING CHAI,"
Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE (week days) 1st Class including cabin and servant, \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.

MING ON & CO.
2nd Floor, 10, Victoria Street,
Hongkong 8th September, 1903.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPESIA (ex BAMBERG)	HAVRE and HAMBURG	On 30th Aug. Freight.
(ex BAMBERG)	(Calling at Singapore, Penang and Colombo)	
ANDALUSIA	HAVRE and HAMBURG	On 11th Sept. Freight.
Capt. Miller	(Calling at Singapore, Penang and Colombo)	
SAMBIA	HAVRE, BREMEN and HAMBURG	On 20th Sept. Freight.
Capt. Luning	(Calling at Singapore, Penang and Colombo)	
SCANDIA	HAVRE and HAMBURG	On 3rd Oct. Freight & Passengers.
(ex KONIGSBERG)	(Calling at Singapore, Penang and Colombo)	
SUEVIA	HAVRE and HAMBURG	On 18th Oct. Freight.
Capt. von Döhren	(Calling at Singapore, Penang and Colombo)	
BRISGAVIA	HAVRE and HAMBURG	On 1st Nov. Freight.
Capt. Schulke	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, NO. 1.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
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TRENTON	9,606	T. W. Garlick	Saturday, October 1st
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† Cargo only.
The largest, stadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT	9,606 tons.	W. M. Smith	About 5th August.
S.S. TREMONT	9,606 tons.	T. W. Garlick	About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAWMUT" and "TRENTON" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, 24th August, 1904.

OSAKA SHOSEN KAISHA
REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	LEAVING
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TAMUL, VIA SWATOW AND AMOY	"FRITHJOF" SUNDAY, 28th Aug., at 10 A.M.
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH" WEDNESDAY, 31st Aug., at 10 A.M.
TAMUL, VIA SWATOW AND AMOY	"M. STURVE" SUNDAY, 4th Sept., at 10 A.M.
	"T. BRANDT" SUNDAY, 11th Sept., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central, Hongkong, 15th August, 1904.

T. ARIMA, Manager

OSAKA SHOSEN KAISHA
REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	LEAVING
----------	---------

TAMUL, VIA SWATOW AND AMOY	"FRITHJOF" SUNDAY, 28th Aug., at 10 A.M.
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH" WEDNESDAY, 31st Aug., at 10 A.M.
TAMUL, VIA SWATOW AND AMOY	"M. STURVE" SUNDAY, 4th Sept., at 10 A.M.
	"T. BRANDT" SUNDAY, 11th Sept., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central, Hongkong, 15th August, 1904.

T. ARIMA, Manager

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI AND INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN
OREGON RAILROAD & NAVIGATION CO.
CONNECTION WITH THE

STEAMSHIP	Tons.	CAPTAIN	TO SAIL ON
"ARABIA"	4,483	Bable	September 5th, 1904.
"ARAGONIA"	5,198	Schulke	September 14th, 1904.
"NUMANTIA"	4,370	Wagner	October 10th, 1904.
"NICOMEDIA"	4,370	Wagner	October 23rd, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 25th August, 1904.

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SAFETY. "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

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R.M.S. "ATHENIAN" ... 3,862 Tons ... WEDNESDAY, 12th Oct.
R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 19th Oct.
R.M.S. "TAMAR" ... 4,423 Tons ... WEDNESDAY, 2nd Nov.
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Passengers Booked through to all principal points and AROUND THE WORLD.
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D. W. CRADDOCK, Acting General Agent,
8, Pedder Street.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
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SHANGHAI	{ CHUBAN A. Thompson	About 25th August	Freight and Passage.
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LONDON, &c.	{ COROMANDEL G. M. Montford, R.N.	Noon, 27th August	See Special Advertisement.
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LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.	{ JAVL S. Borcham	About 2nd September	Freight and Passage.</
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OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

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MONTHLY SAILINGS FOR LIVERPOOL.

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NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HAWAIIAN PORTS.

FROM	STEAMERS	ON
GLASGOW and LIVERPOOL...	"ANTENOR".....	On 2nd September.
GLASGOW and LIVERPOOL...	"TELEMACHUS".....	On 4th September.
GLASGOW and LIVERPOOL...	"PATROCLUS".....	On 8th September.
GLASGOW and LIVERPOOL...	"PINGSUEY".....	On 17th September.
GLASGOW and LIVERPOOL...	"ACHILLES".....	On 24th September.

HOMEWARDS.

FOR	STEAMERS	ON
LONDON, AMSTERDAM and ANTWERP.....	"PELEUS".....	On 30th August.
LONDON, AMSTERDAM and ANTWERP.....	"GLAUCUS".....	On 13th September.
LONDON, AMSTERDAM and ANTWERP.....	"IDOMENEUS".....	On 22nd September.
LONDON, AMSTERDAM and ANTWERP.....	"TYDEUS".....	On 27th September.
LONDON, AMSTERDAM and ANTWERP.....	"PATROCLUS".....	On 11th October.
LONDON, AMSTERDAM and ANTWERP.....	"ALCINOUS".....	On 22nd October.
LONDON, AMSTERDAM and ANTWERP.....	"PINGSUEY".....	On 25th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TELEMACHUS".....	On 7th September.
	"DEUCALION".....	On 3rd October.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th August, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	ON
WETHAIWEL, CHEFOO and TIENTSIN.....	"KANSU".....	On 29th August.
FOOCHOW and SHANGHAI.....	"YOHOW".....	On 29th August.
SHANGHAI.....	"WOOSUNG".....	On 30th August.
MANILA.....	"FEAN".....	On 30th August.
CEBU and HOLO.....	"SUNGKIANG".....	On 2nd September.

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ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY and MELBOURNE.
The attention of Passengers is directed to the superior accommodation offered by these
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REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
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AGENTS.

Hongkong, 27th August, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	ON
SINGAPORE and SOERABAYA.....	"SUISANG".....	Saturday, 27th Aug. 3 P.M.
* MANILA.....	"LOONGSANG".....	Monday, 29th Aug. 4 P.M.
TIENTSIN.....	"ESANG".....	Tuesday, 30th Aug. 4 P.M.
* SINGAPORE, PENANG & CALCUTTA.....	"KUMSANG".....	Tuesday, 6th Sept. 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to—
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 27th August, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA TAKU OR CHIN-WANTAO TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY".....	Captain J. P. Dawson.
S.S. "COURTLEY".....	Captain J. W. Martin.
S.S. "CRANLEY".....	Captain W. E. Steele.
S.S. "IKBAL".....	Captain A. Jennings.
S.S. "ASCOT".....	Captain C. E. Cox.
S.S. "TWEDDALE".....	Captain T. M. Miles.
S.S. "LOTHIAN".....	Captain J. C. Williamson.

The next departure will be the S.S. "LOTHIAN," sailing from here on or about 5th
September (taking Cargo for Durban, East London, Port Elizabeth, and Cape Town).

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 19th August, 1904.

"SHIRE" LINE STEAMSHIP CO. FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Candy, will be despatched for
the above ports on WEDNESDAY, the 7th
September.
This steamer has superior accommodation for
Saloon passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 11th August, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS OF
LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service line to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to—
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON,"
will be dispatched on or about the 15th
September.
For Freight or further information, apply to
**STANDARD OIL COMPANY
OF NEW YORK,**
Oriental Freight Department.
Hongkong, 26th July, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons Captain A. Murphy, will leave for
Canton at 8.30 P.M., on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Hailou Office.
First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHIUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central,
Hongkong, 15th March, 1904.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)
THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above
ports on SATURDAY, the 17th September,
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
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This Steamer is installed throughout with
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A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 19th August, 1904.

NOTICES TO CONSIGNEES

STEAMSHIP "ERNEST SIMONS,"
COMPAGNIE DES MESSEAGERIES
MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London ex.s.s.

Doune and Adour, from Havre ex.s.s. Ville

de Valenciennes and Ville de Lorient, in connection

with above Steamer, are hereby informed that

their Goods, with the exception of Opium,

Treasure and Valuables, are being landed and

stored at their risks into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Co., Ltd., at Kowloon, whence delivery may

be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon, To-day, the 24th inst., requesting

it to be landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed

after Wednesday, the 31st August, at Noon,

will be subject to rent and landing charges.

All claims must be sent in to Messrs. G. de

Champeaux, or they will not be recognised.

All damaged packages will be examined on

Wednesday, the 31st August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th August, 1904.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"

FROM SEATTLE, VICTORIA, YOKO-

HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for countersigna-

ture and to take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected by us in

any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 22nd August, 1904.

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"Sir Henry Ponsonby is com-

mended by the Queen to thank Mr.

Darlington for a copy of his Hand-

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Visitors to London should use

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Visitors to Brighton, Eastbourne Hastings

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Worcester, Gloucester, Llandrindod Wells,

Launceston, Aberystwyth, Towy, Barmouth,

Dolgell, Harlech, Criccieth, Pwllheli,

Llandudno, Rhyl, Bettws-y-coed, Isle of

Wight, and Channel Islands should send for

DARLINGTON'S HANDBOOKS 1s. each.

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A Handbook to the leading Hotels throughout

the World.

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IMPORTED EVERY MONTH, THERE

FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE

CARTRIDGES 8, 10, 12, 16, and 20 BORE-

and NEWCASTLE CHILLED SHOT in

all Sizes, Nos. 10 to 88SG. AIR GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902

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Documents translated from or into Classical

Colloquial Chinese.

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TRADE THERAPION MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Rostan, Robert, Velpeau
and others, combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 is a re-
markable medicine, often used daily, removes all discharges from
the urinary organs, effectually supplanting injections, the use
of which does irreparable harm by laying the foundation of
stricture and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, hiccups, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 2 is for im-
purity of the blood, scurvy, pimples, spots, blotches, pains and swell-
ings of the joints, secondary symptoms, such as, rheumatism,
and all diseases for which it has been too much a fashion
to employ mercury, arsenic, etc., to the destruction of
nerves and ruin of health. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

THERAPION No. 3 is for nervous
exhaustion, impaired vitality, nervousness, and all the
distressing consequences of early error, excess, residence in
hot, unhealthy climates, &c. It possesses surprising power
in restoring the system to the debilitated.

THERAPION is sold by the prin-
cipal Chemists and Druggists throughout the world. Price in England 2s. 6d.
In ordering, state which of the three numbers is re-
quired, and observe above Trade Mark, which is a fac-
simile of word "THERAPION" as it appears on the British
Government Stamp (in white letters on a red ground)
affixed to every package by order of His Majesty's Home
Commissioners, and without which it is a forgery.
Sold by A. S. WATSON & CO., LIMITED
Hongkong, Manila and China. [18]

A purely Vege-
table, containing
no alcohol, and
not interfering
with the daily
work of the
system. It is
perfectly safe
and reliable,
and is adapted
for all ages.
Bottles
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KEATING'S

WORM

TABLETS.

Proprietor, THOMAS KEATING, London.

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RIGAUD'S

White Violet

EXTRACT

This delicate
perfume
is persistent as an
EXTRACT
for the
Handkerchief.

The
Soap
and
Toilet
Powder
are adopted
by refined
society.

RIGAUD & Co
PARIS

Each bottle is
equivalent to the
perfume of
10,000
WHITE VIOLETS

1825-6

SAVARESSE'S

SANDAL

CAPSULES

Efficacious because absolutely pure.
English Oil. Not made of gelatine.
Full directions. All Chemists.

IRISH OIL SAVARESSE'S

124

BLOOD POISON

"We have a New Secret Remedy abso-
lutely unknown to the profession. Permanent
cure in 15 to 20 days. We prefer success at
we do not cure. You can be treated at home
for the same price with the same guarantee
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HIS ISLAND PRINCESS,

FROM THE NOVELS OF RUPERT DE LA TOUCHE (1825).

BY
W. CLARK RUSSELL.

(Author of "The Week of the Grosvenor," "Overdue," &c.)

CHAPTER VIII.

THE PRINCESS'S DIVERSION.

When I awoke in the house, emerging on the side of the garden, I unexpectedly came across Captain Scott. He was seated on a chair, to which a pair of curly arms had been added. He was close to the door of the house, and his legs were stretched out before him. He looked a little like a man in a repose, and his expression of royal descent could never win more eloquent vindication than from the unconscious dignity of his appearance in sleep.

"I told him," said I, "and then he'll go and sport in the water for two or three hours."

"I caught him observing the stump end of my cigar, which being very full and large, I had not smoked out by about one third."

"I have to thank your daughter," says I, "for the gift of a box of cigars."

"You are very welcome," he said with a quiet, gracious bow.

"I have my pipe, but no tinder box nor tobacco," I said. I complained of my want to your daughter, who instantly procured me this luxury."

"I do not smoke," said he, "but I carried tobacco for the men, and cigars for guests and for exchange. There should be some parcels of tobacco in the store-house. Let us look."

"Yes," says he, pointing, "in those parcels you will find as much tobacco as will satisfy your needs," and I also took notice after he had spoken of about twenty cigar boxes piled on the top of some cases just under the roof.

"If you had been able to preserve all these goods," said I, "you would have found life impossible in this island."

"How I am unable! To me, where my wife is," he says, "in an expression of noble grief, and he exclaimed, 'Where she is I am!'"

I assented with a bow, for I now knew him. Stepping to the place where the parcels of tobacco were stacked, he pulled one out, and cutting it open drew forth a handful, which he extended to me. I smelt it and perceived that so far as the scent was concerned the plant had lost nothing through age. I wrapped up the tobacco in a little piece of cloth, my jacket being in the dining-room, and he says in the open parcel was a small, round, and very open parcel of cigars, and he says, "This tobacco and your cigars are entirely yours, sir."

I asked him if he had any clocks or watches, and he answered me, he had had none in his own life, but he had a watch, the spring of which was broken. I enquired how he computed the passage of the months, and here again in his answer he mentioned the madman stole forth.

"As the Christian dates by the birth of his Redeemer," says he, "so I by the death of my wife."

He steps into the house, and presently returns with a book which he puts into my hands. It was a log-book, and on the fly-leaf was written in pencil: "Accorded to my beloved Eulalie, and the next page, and all after, were filled with crosses coming down the page, each very small, so that every page might have contained a hundred to a hundred and fifty."

"These crosses," said he, "signify the days which have passed since she went to her rest." He looked at the grave.

"I observe, sir," says I reading, "that your schooner was lost December 3rd, 1778."

"Yes," he answered.

"Ten years," I cried, overwhelmed by the magnitude of the time expressed by these endless pages of crosses, every one of which denoted twenty-four hours of ocean loneliness to him and his child.

He kissed the book with a face of devotion, entered the house to put it away, and then returned. I was impatient sometimes in my expectation that he would speak of his daughter. But he had nothing to say about her; indeed he eluded the subject. I asked him if she did not sometimes pine for companions of her own age and sex; with a look of displeasure he answered that she had companions in him and her mother, and swiftly lapsed into silence.

My having been distressed by fortune into the world when a boy to earn my living, and to see to myself, had taught me the value of the most important quality it is in the power of the human mind to exercise—I mean tact.

"Pray," said I, "should a man be able to make his fortune in trafficking as you do?"

"Why," he answered, "that depends on what a man considers a fortune. I have told you I did very well, and should in time have saved money enough to retire on. For a small hatchet or tomahawk the natives would give me three pounds of tobacco shell. Indeed," says he, with a slow smile, "native products are so cheap amongst the islands that with half a dozen hatchets and a few fathoms of cloth you shall purchase the hand of the daughter of a chief. But then," he continued, "only consider how small are a man's wants in the islands. A native may be spoken of as rolling in wealth when he owns a house that is worth about two pounds, a canoe, a wife, a tarapat with a good fence, some coconuts and bread-fruit trees and a few pigs."

"Happy would it be," said I, "if we in England could be as easily made rich."

"Ah!" said he with a grave shake of his head, "before we in England can enjoy the life which Almighty God hath given us we must learn our lessons of civilisation, and though we should not be able to black our skins we must be as little children. I remember that Captain Wallis, in speaking of the Tahitians, says that when a company of them came on board his ship, he gave them a gold dollar, a guinea, a crown piece, a Spanish dollar, a few shillings, some new halfpence and two large nails; making signs that they could take what they liked best. The nails were first seized with great eagerness, and then a few of the halfpence, but the silver and gold lay neglected." In conversation of this sort the afternoon wore away.

It might have been about half-past four o'clock, by the shadows cast by the sun, when Eulalie came out of the house equipped for the water. She stood beside me before I saw her, and I started at sight of her; for at my elbow was the beautiful apparition of the sea.

She was sheathed from neck to knee in the thinnest white tappa, which, though the costume left exposed her arms and lower limbs, did nevertheless as effectually veil her as though she stood in hoops. Thus was she free to wrestle with the water.

I stood up, and viewed this romantic, untutored, half wild, island nymph with astonishment and admiration. I never could have pictured so fascinating an image of purity, sweetness and innocence as she presented.

"Will you come with me," says she, "and watch me swim?"

"I should have been able to think of you in the water without a dread of sharks," said Captain Scott, "that there is little or nothing to be feared from that fish. He does not love these waters. They are tainted to him. An occasional shark I do not fear. Eulalie's knife is keen and clever. Show it to Mr. de la Touche, Lily, and practise it."

Her hand went with the swiftness of light to the hilt of the dagger, as I shall call it, with a velocity that was like plunging it was in the water, and she drew it out with a gasp, as she darted the weapon in mock combat, stabbing, striking, piercing, again, and again, and as fast as she could blink the eyes, so that the dagger in her hands played about her like a stream of fire, and not less lustrous was the splendour that was kindled in her dark eyes by this inspiring conflict, whilst her beautiful features were set in a look of impassioned resolution that made me judge it would go hard with the shark if the girl's nimbleness in the water was the miracle her father had represented it to be.

"Show the dagger to Mr. de la Touche, Lily."

"This she did," says Captain Scott, "to her grandfather, Don Amador Vivaldo."

"It was a weapon that was neither poniard nor dagger, but a something between the two: about four or five inches long in the blade and a little over an inch wide at the hilt, but tapering thence to a point of the fineness of a needle; each side of this dangerous tool was of the sharpness of a razor. The steel was blue and brilliant, and 'twas clear that Eulalie kept her weapon in good order. I returned it to her and she put out her hand after sheathing it, and said:

"Come, Mr. de la Touche. Are you coming, father?"

I took her hand, thrilled with love's pleasure by her child-like appeal, and we went out steps in the direction of the creek, followed by Captain Scott.

Eulalie, always keeping hold of my hand, conducted me to the top of the rise, and then she took off her hat, and removed her sandals; next going close to the edge of this natural wall or embankment she stretched out her arms pressing the points of her fingers together, and with bowed head and forward leaning body she looked as if graceful, and beautiful as a bird that lightly poises itself on a branch or a darts and wings into the air. This posture she held long enough for me to retain as a picture that will live as a thing of loveliness in memory until death eclipses my soul.

She was so long under that I began to feel the pulse of my heart and knew not where to look for her until after an interval which seemed interminable to me, who felt bursting for breath in sympathy with the girl under water, she rose a great distance up the creek, having swum all the way under the surface, and not less rapidly than had her head been above, which meant thought was an admirable feat, and I cried in a sort of ecstasy, being indeed transported out of myself by the sight, beauty and courage of this girl!

"My God, Captain Scott, she is a divinity! Is not she something vastly superior to the common run?" I asked. "I protest I have never met her like before could dream of it."

He merely bowed with a slight grave smile, but spoke not.

Meanwhile the swimmer was making for the space of waters abreast of where we stood, and she came along as though a water-lily were being carried down the stream. She dived without the least apparent effort. She used the water as a cradle or chair. I saw her with her hands busy with her hair and the water just under her arms, and God knows how she contrived that posture, though I suspect that it may have originated by an innumerable twinkling of her feet.

But it was her swiftness that chiefly amazed and enchanted me. I understood now her father's meaning when he told me that a shark would stand but a poor chance when her dagger was in her hand. Light itself could not move more subtly and nimbly. She was here, she was there, she had vanished and now she had reappeared yonder. Her father shouted to her to get a fight with a shark. She swam close to me to look up, and answered:

"No. How can Mr. de la Touche see what I do under water?"

"Have you any, and be off," said he, "but don't weary yourself, and he walked to my tent and sat down in the shade, but I remained watching, as though something angelical and a perpetual show in her exquisite sporting and in her marvellous skill."

She continues to romp in the water for about two hours, during which my eyes were ever on her in ceaseless admiration of her dexterity, and the beautiful figure she made in repose. Her father would sometimes come to my side and converse, and then withdraw a little way to the trees, but never very far, as though having had his say he left me to my contemplation.

When Eulalie came out of the creek the sun was gone, but the moon shone upon the island, and her light was so brilliant that the land was like a prospect etched in indigo upon ivory.

We walked to the house; Eulalie took my hand again. I am convinced that by this simple, naive action, which was the effect of child-like instinct, she devoted me to my side, and her father, that she had a proprietary interest in me by virtue of her having saved my life.

I said to her as we walked, "You are queen of the sea. I never could have believed in such skill as you show without winking at it."

"This instinctive," said the Captain, who was on the other side of her.

"How do you contrive to recline upon the water, madam?" said I.

"Happy would it be," said I, "if we in England could be as easily made rich."

In conversation of this sort we arrived at the house. Eulalie went to her room, and her father kindled the oil lamps by the one of which that was always burning. The light made by these flames rendered objects visionary, and the huge lamp that had decorated the prow of a canoe moved in the play of the light in a horrible semblance to life, and nothing could have been more frightful for a lonely man low in spirits to watch.

Eulalie came in attired in the flowing robe of the Kanaka girl. She let her hair down, and it lay all about her shoulders and on her back. She had so compacted it for the water that, when released the surface only was wet, and this speedily dried and fluffed and glowed like illuminated braids in the oil light. The supper placed upon the table by Eulalie, or the princess, as I may think of her, consisted of dishes left from the midday meal. I fell to them with unaffected relish. Eulalie had dressed her hair with red flowers, and planted a little white nosegay in her bosom. 'Twas sometimes like a dream to me when I gazed round, and I wondered if I waked, and the strange thought took me that I might have died in the boat, and that my soul had entered upon a new scene of existence.

Eulalie sat close to me, and in her dress, with her fall of flowing hair, might have passed as a vision, a shadow that would vanish anon.

In the course of our sitting, she says, looking towards Captain Scott, but laying her head upon mine:

"I hope, father, you'll not let Mr. de la Touche leave us."

"He is welcome to stay as long as he pleases," he answered, in a sweet low voice, "but Mr. de la Touche is no prisoner of ours."

"No, sir," says I, "I am your guest, and heartily enjoying your own and your daughter's hospitality. I have no intention of leaving."

Captain Scott fell into a mood of reflection, and whilst he was silent nothing broke the repose but the melancholy voice of the sea: there was not air enough moving to rustle a leaf.

"You would not be willing," said he, fixing his large brown eyes, which looked black, upon me, "to settle here, and cast in your lot with ours?"

"Yes, I would, sir," said I instantly. "Why not? This is a delicious lot whilst it lasts."

"Whilst it lasts!" he exclaimed.

"Nothing lasts for ever," said I.

"I know what you mean," he exclaimed with agitation. "But enough of this for the present, and he said this in a commanding royal way, as though he was indeed, and used to courtiers and people who bowed as though they adored."

"It must end, it must end, father," said Eulalie in a plaintive note, that made her voice sound like one who sings sweetly but sadly.

"Why shouldn't we talk of that? If you go to mother, I am alone, and though you both may be with me, you cannot speak to me nor help me. Mother cannot speak to me, she cried passionately.

"Peace," he cried rising and erecting himself and seeking to subdue her. It seemed to me by command of postures and keep me company, and tell me what you have seen, and about the great world you have visited. For I am often very, very alone—for father—father—here she fell a-sobbing.

It was for me now to take her hand. I durst do this without fear of offending any point of honour Captain Scott might hold me to as a gentleman, for her appeal to me was direct, was from a maiden in sadness, and helpless, yoked to and imprisoned by a mad father; she had saved my life, she was young, artless, and beautiful, and though I had known her but a day, I loved her.

"Be sure I will stay," said I. "I will never leave you, and pass through my remaining life, the end may be nearer than your father thinks. Will you come out into the moonlight with me? and there I know you will let me smoke a pipe."

We passed through the ante-room and through the door of the house into the garden, but scarce had I made three paces beyond the threshold when I halted, and swiftly drew my pipe from my mouth. The moon shone on my uncommon brightness, though not at her full, and everything that her beam touched shone, and the atmosphere was full of the fine white haze of the moon, and quite clearly I saw Captain Scott standing at his wife's grave, about fifty paces down.

I guessed he would not like to be seen, and made a step towards the house, but the princess put her hand upon my arm:

"What is mother's answer, father?" said Eulalie, in a voice raised a little above a whisper.

"Let the night pass, my child," he answered.

"Has she spoken, father?" cried the girl.

"He bowed his head with a solemn gesture. In a while his eyes came to me, and gliding into her own mother's spirit she comes back to me, and she holds a lambent form of the dried stalks of coconut leaves which she had set fire to."

"Light your pipe," said she holding the flame of the little torch to my face.

This I did, thanking her for her graciousness. The Captain was pleased by her breaking away from what was between them; he asked me how the tobacco relished after all these years, and looking at the moon he says:

"We go to rest at last," said I quickly.

"But I judge," he goes on, again looking at the moon, "that it is not yet time. Come and let us walk for half an hour on the beach."

Eulalie stepped by my side. She did not give me her hand. She was lost in thought, and took her paces with her head a little hung, and her eyes more often on the earth than ahead or around. The scene of island was very majestic, clothed as it was by the hand of night with silence and moonlight. Every tree reared its silver shape motionless in sleep; nothing seemed awake but the breakers, which hurried in summer gentleness upon the coral strand, bestrewn with the golden stars of the sea.

We stepped into this white platform, which in places was deeply shadowed by the cliff, and our talk was of England, the expedition to New Holland, the treatment of convicts on board ship, and the like, and his conversation was as rational as any man's need be, whilst many of his questions exhibited a superior order of intelligence. But he never once spoke of leaving the island, nor of my going.

"The princess walked by my side, a silent listener. I don't think she spoke three words whilst we paced that sand. In a little more than half an hour we returned to the house."

"I hope," says the Captain, "we do not retire too soon for you?"

"On the contrary, sir," I replied, "another long night's rest will be grateful to me."

"No doubt of that," says he. "Nothing but your youth could have held you up against those enemies, hunger, thirst, and despair, which attacked you in the boat. Bid Mr. de la Touche good-night, Lily," says he, and as he said this we stood in the entrance of the house. She gave me her hand. I took and held it long enough to make my intention of it a meaning to her, though unperceived by the Captain.

"I hope," she says in her rich, charming voice, "you will sleep well, and that your dreams will be happy," and then under her breath, so that I barely caught the airy utterance, she whispers, "You will not go away?"

I durst not answer "No" lest the Captain should ask what was passing, and I would not tell him a lie, nor have her equivocate with him on any account, but my motion of head was all that was needed.

She smiled, and went into the house, while the Captain walked with me to the window that opened into the room I had occupied on the previous night.

(To be continued.)

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STEAMERS.

ANARA, British str., 1,583, G. J. Matlock, 22nd August, Saigon 18th August, Rice and Flour.—Jardine, Matheson & Co.

ATAKA, British str., 2,393, J. Park, 18th Aug.—New York 25th June, Petroleum.—Standard Oil Co.

ATCHEMADEN, British str., 3,502, Bryce, 22nd August, Moji 15th August, Coal.—M. B. Kaisha.

BHUTAN, French str., 983, R. Legasse, Kutchinotzu 14th August, Coal.—Bradley & Co.

BORNEO, German str., 2,185, E. Mühle, 23rd August, Sandakan 19th August, Timber and General.—Melchers & Co.

CARL DESPERER, German str., 774, H. Schalk, 22nd August, Haiphong 18th August, General.—Jensen & Co.

CHANGSHA, British str., 2,300, T. Moore, 15th August, Sydney 19th July and Manila 12th August, General.—Butt & Swire.

CHWANSAN, British str., 1,121, B. S. Lawlor, 21st August, Manila 18th August, Nil.—Bradley & Co.

CRANLEY, British str., 2,503, W. E. Steele, 22nd August, Yokohama 14th August, General.—Gibb, Livingston & Co.

DEMA, German str., 724, Christiansen, 24th August, Nowrang 18th August, General.—Sunder, Weller & Co.

DEVAWONG, German str., 1,057, Chr. Kumpel, 11th August, Bangkok 4th August, Rice.—Butterfield & Swire.

ELISABETH RICKMERS, Ger. str., 998, Gotsche, 21st August, Bangkok 14th August, Rice.—Melchers & Co.

HAILAN, French str., 377, L. Anderson, 23rd August, Pakhoi 19th August and Hoihow 21st, General.—A. R. Murty.

HATAY, British str., 1,322, J. S. Reach, 24th August, Foochow 17th and Swatow 21st August, General.—Douglas Laiprak & Co.

HOHNSTEIN, German str., 1,275, H. Hamer, 22nd August, Saigon 17th August, Rice and Flour.—Order.

HOPANG, British str., 1,359, Jas. M. Hay, 22nd August, Java 15th August, Sugar.—Jardine, Matheson & Co.

IKAL, British str., 2,905, Robinson, 24th August, Durban 30th July, Ballast.—Gibb, Livingston & Co.

KANSU, British str., 1,421, W. Baddeley, 21st August, Canton 20th August, General.—Butterfield & Swire.

KORANGA, German str., 1,292, S. Simonsen, 21st August, Bangkok 11th August, General.—Butterfield & Swire.

KORAT, German str., 1,998, H. Hirner, 16th August, Singapore 26th July, and Bangkok 9th August, General.—Norddeutscher Lloyd.

LABETTES, British str., 1,341, J. B. Jackson, Saigon 9th August, Rice and Meal.—Chinese.

LIGHTNING, British str., 2,122, J. G. Spence, 22nd August, Calcutta 6th August, and Straits 17th, General.—David Sassoon & Co., Ltd.

LOOCHANG, British str., 1,069, G. S. Weigall, 22nd August, Manila 19th Aug., General.—Jardine, Matheson & Co.

LOTHIAN, British str., 3,223, J. C. Williamson, 4th August, Salina Cruz 30th June.—China Commercial S. S. Co.

OSCAR II., Norwegian str., 2,000, R. Olsen, 23rd August, Kutchinotzu 16th Aug., Coal.—M. B. Kaisha.

PETRAH, German str., 1,232, C. Abrens, 19th August, Saigon 15th August, General.—Chinese.

PILANULOK, German str., 1,267, C. Fuchs, 20th August, Bangkok and Swatow 19th August, Rice.—Butterfield & Swire.

PRINCE VALDEMAR, Danish steamer, 3,614, L. Koch, 19th August, Shanghai 15th Aug., General.—Melchers & Co.

PROMETHEUS, Norwegian str., 1,024, H. Lersbryen, 21st August, Bangkok 14th August, Rice.—Chinese.

PUNDA, British str., 2,123, R. F. Thomson, 22nd August,

